

SECTION 10

GROUND TACKLE

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10.1 REFERENCES

(10A) WSF Drawing 8000-629-010-01, *FLEETWIDE – Emergency Towing System*

10.2 INTRODUCTION

This Section contains the Contractor Design and Provide general requirements for the anchor, anchor cable and chain, and related ground tackle.

For WSF Fleet-wide Standardization purposes, End No. 1 of the Vessel shall always be considered the bow, and this designation shall delineate port and starboard, fore and aft wherever they are addressed in the Technical Specification.

10.3 GENERAL

All items shall be furnished in strict accordance with the requirements of all Authoritative Agencies.

See Section 3 of the Technical Specification for requirements regarding the Anchor Winch area weld mesh enclosure.

See Section 81 of the Technical Specification for requirements regarding the anchor winch, warping heads and capstans.

10.4 WHEEL CHOCK RACKS

Provide racks to hold WSF Fleet-wide Standardized “RED” wooden wheel chocks, port and starboard at each End of the Vessel at the Lower Vehicle Deck Level. Racks shall consist of a $\frac{3}{4}$ inch diameter steel round bar spanning between two (2) curtain plate frames, approximately twelve (12) inches above the curbing which will allow the wood wheel chock to self wedge itself between the inside of the curtain plating and the round bar. Provide enough rack space at each location to accommodate up to six (6) WSF standard wood wheel chocks.

Top coat the area where the chocks will contact the curtain plate and the round bar with two (2) coats INTERNATIONAL Intercare 755 “ENSIGN RED”, at a minimum of 2 mils (DFT) each coat, to cover. These coats are in addition to the required standard coating system for those areas.

10.5 ANCHOR HANDLING

An anchor system and arrangement shall be provided that prevents the anchor or chain from fouling or damaging the hull, hull appendages or equipment when weighing, dropping or riding at anchor. Anchor stowage and handling equipment shall be arranged for efficient handling and securing of anchor and cable/chain.

Under all operating conditions, the anchor handling arrangement shall ensure that:

- A. The anchor drops immediately upon release.
- B. The anchor does not pound in a seaway.
- C. The anchor and chain do not foul or catch the keel.

10.6 ANCHOR

The Contractor shall design and provide all ground tackle as specified herein. The anchor shall be a Stockless type with all necessary shackles, sized to meet the requirements of the Contractor’s design (minimum 2,100 pound). The anchor shall be mounted in an Anchor recess, just outboard of the anchor winch on the starboard side forward on No. 1 End. The anchor when stowed shall be in a recessed pocket well within the fender line. The anchor shall rest on steel chocks and the stock shall be secured by a quick-release system such as chain and pelican hook, operable by one (1) man to allow the anchor to fall overboard by

1 gravity. Release shall have a safety feature such as a toggle pin or dog to prevent accidental
2 release.

3 **10.7 ANCHOR CABLE AND CHAIN**

4 One (1) anchor cable of galvanized steel, 1³/₈ inch - 6 × 19 improved plow steel wire rope,
5 450 feet in length, complete with all necessary shackles and fittings shall be provided on the
6 anchor winch.

7 One (1) galvanized anchor chain of 1¹/₄ inch high tensile, stud link chain twelve (12) feet in
8 length shall be provided and connected between the anchor and the anchor cable.

9 The anchor cable shall be provided with a corrosion inhibitive preservative.

10 **10.8 ANCHOR WINCH**

11 The anchor winch is covered in Section 81 of the Technical Specification.

12 **10.9 EMERGENCY TOWING BRIDLE**

13 Design and provide one (1) complete WSF Fleet-wide Standardized Emergency Towing
14 Bridle and equipment using Reference (10A) as guidance. Provide bridle testing, bridle
15 hanging hooks, component color coding, signage, and tool kit as set forth in Reference
16 (10A). The bridle line length as designated in the RIGGING TABLE for other Classes of
17 Vessels in the WSF Fleet shall be determined so as to place the bridle line 1¹/₂ forged alloy
18 steel shackle approximately six (6) feet back from the brow (see Key Pan). Bridle line length
19 shall be determined by the Contractor's design. The bridle and equipment shall be stored in
20 the stowage room as set forth in Section 18 of the Technical Specification.

21 **10.10 SPARE PARTS AND INSTRUCTION MANUALS**

22 Provide a list of recommended spare parts and special tools for those items that are
23 Contractor furnished, together with parts lists and instruction manuals necessary to maintain
24 and service provided equipment and accessories in accordance with the requirements of
25 Sections 86 and 100 of the Technical Specification.

26 **10.11 TESTS, TRIALS, AND INSPECTIONS**

27 Tests and/or trials shall be in accordance with Section 101 of the Technical Specification.

28 Inspections shall be performed as defined in this Section and in Sections 1 and 2 of the
29 Technical Specification.

10.12 PHASE II TECHNICAL PROPOSAL REQUIREMENTS

The deliverables required by Section 100 of the Technical Specification and the Authoritative Agencies, shall be provided during the Phase II Technical Proposal stage of Work in accordance with the requirements of Section 100 of the Technical Specification:

A. Preliminary Anchor Handling Arrangements and Details

10.13 PHASE III DETAIL DESIGN AND CONSTRUCTION REQUIREMENTS

A working mock-up of the forward starboard portion of the Vessel shall be provided that accurately reflects the anchor handling arrangement and the associated Vessel structure including Winch Room, Curtain Plate, side shell in way of anchor, deck and bolsters. The Contractor shall use the model to demonstrate the proper alignment and operation of all anchor handling equipment and fittings in the presence of the WSF Representative prior to commencing construction of the Vessel. The scale of the model shall be at least 1 inch to the foot.

The deliverables required by Section 100 of the Technical Specification and the Authoritative Agencies, shall be provided during the Phase III Detail Design stage of Work in accordance with the requirements of Section 100 of the Technical Specification.

(END OF SECTION)